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SOURCE Jen-min Jih-pao

DEVELOPMENT OF CHINESE RIVER AND HARBOR FACILITIES, AUGUST 1953

In the 3 years since liberation, the greater part of China's extensive river and harbor works have been restored or work on them is nearing completion. All necessary dredging of ship channels, and substantially all of the needed repairs and improvements to wharves and piers have been completed, and some additional wharves and warehouses have been built. Wharves have been built at a number of river ports on the Sungari River and the first stage of development of the new harbor at T'ang-ku is finished. The volume of this type of work executed in 1953 is double that for all of 1952. Included among the 1953 projects are the following accomplishments:

1. Construction or renovation of 2,800 meters of wharves
2. Construction of 1,478 meters of sea walls
3. Dredging of 10,700,000 cubic meters of mud from ship channels and harbors
4. Building 70,300 square meters of warehouses and storage sheds
5. Building 138,900 square meters of hospitals and dormitories for seamen

Work is finished or in progress on four out of five of all planned projects. It is intended to raise more than 20 sunken ships having an aggregate tonnage of over 18,000 tons.

In South China, the main emphasis this year, apart from considerations of national defense, has been on enlarging the capacity of Huang-p'u harbor. This involves dredging the main ship channels and the vicinity of the medium-sized wharves, excavations for a stone jetty, the building of a stretch of the bund, and the erection of a number of storage sheds.

In North China, at the new harbor of T'ang-ku, ship channels to and within the harbor have been dredged to a depth of 7 meters below the zero point at Ta-ku. At the mooring berths, the depth is at least 10 meters below the zero point, so that ships drawing 8.2 meters may use the harbor to load and unload.

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Additional warehouses and storage sheds are now being built. Dikes to withstand wave action are under construction, and dredging to maintain the desired depths of water is being done regularly.

Inland waterways are being surveyed. By the end of this year, general plans for construction work at the river port of Chungking are expected to be finished, as well as a partial completion of the technical plans.

During the past winter and spring, the Szechwan Provincial Inland Waterway Transport Control Bureau, has been making surveys of the channel and rapids of the Wu Chiang, blowing up submerged rocks and repairing towpaths. Recently, steamers making trial runs have succeeded in navigating a dozen or more dangerous gorges including the 60-li $\sqrt{3}$ li equal one mile/ long Lung-men Gorge, in passing a number of difficult rapids, including the Ta-yin Rapids, and in proceeding upstream 90 kilometers from P'eng-shui to Lung-t'an, on the Szechwan-Kweichow boundary. Navigation by steamers on the Wu Chiang has now been extended to a distance of 300 kilometers from the Yangtze River at Fou-ling. Hereafter, steamers will be able regularly to make 5 round-trips a month between P'eng-shui and Lung-t'an, and it will be possible to transport cheaply such products as tung oil, wood oil, varnish, gall nuts, hemp, and dolomite marble to the Yangtze River from the vicinity of Yen-ho, Kweichow.

The difference in elevation between Fou-ling and Lung-t'an, a distance of 300 kilometers, is 91 meters. In the past, wooden boats could make only five round trips a year between these two cities, and then only at great peril.

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